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**\*\* WARNING \*\* WARNING \*\* WARNING \*\* WARNING \*\***  
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October 7, 2005

04-SF-80-9.0/12.2  
04-0105U4

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in THE CITY AND COUNTY OF SAN FRANCISCO AT SAN FRANCISCO-OAKLAND BAY BRIDGE FROM WEST OF SAN FRANCISCO ANCHORAGE TO YERBA BUENA ANCHORAGE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on November 2, 2005, instead of the original date of October 12, 2005.

This addendum is being issued to set a new bid opening date as shown herein, revise the Project Plans, the Notice to Contractors and Special Provisions, the Proposal and Contract, and provide a supplement to the Information Handout.

Project Plan Sheets 28A, 28B, and 28C are added. Half-sized copies of the added sheets are attached for addition to the project plans.

In the Special Provisions, in the "NOTICE TO CONTRACTORS," paragraph 7 is revised as follows:

"At the time the contract is awarded, the Contractor shall possess either a Class A license or a combination of Class C licenses which constitutes a majority of work."

In the Special Provisions, Section 5-1.17, "SOUND CONTROL REQUIREMENTS," is revised as attached.

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," is revised as attached.

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "STORM WATER POLLUTION PREVENTION PLAN PREPARATION, APPROVAL AND AMENDMENTS," in paragraph six, the first sentence is revised as follows:

"The following contract items of work shall be incorporated into the SWPPP as "Temporary Water Pollution Control Practices": Temporary Concrete Washout Facility, Temporary Concrete Washout (Portable), and Street Sweeping."

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In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "COST BREAK-DOWN," in the "WATER POLLUTION CONTROL COST BREAK-DOWN" table, the lump sum item SC-7, "Street Sweeping and Vacuuming" is deleted.

In the Special Provisions, Section 10-1.035, "STREET SWEEPING," is added as attached.

In the Special Provisions, Section 10-1.15, "CONSTRUCTION AREA SIGNS," is revised as attached.

In the Proposal and Contract, the Engineer's Estimate Items 31, and 32 are added and Item 30 is deleted as attached.

To Proposal and Contract book holders:

Replace page 4 of the Engineer's Estimate in the Proposal with the attached revised page 4 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid. Attached is a copy of the Information Handout Supplement.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the NOTICE TO CONTRACTORS section of the Notice to Contractors and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum is available for the contractor's use on the Internet Site:

**[http://www.dot.ca.gov/hq/esc/oe/weekly\\_ads/addendum\\_page.html](http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html)**

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief  
Office of Plans, Specifications & Estimates  
Office Engineer

Attachments

### **5-1.17 SOUND CONTROL REQUIREMENTS**

Sound control shall conform to the provisions in Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications and these special provisions. The first paragraph of Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications shall not apply.

Except as otherwise specified in this Section, between the hours 8:00 p.m. to 8:00 a.m., the noise level from the Contractor's operations, shall not exceed 86 dBA at a distance of 15 m from the noise source.

Exceptions to the above requirements, the sound generated from the following Contractor's operations shall not exceed 90 dBA at a distance of 15 m from the noise source:

1. Remove the existing epoxy asphalt concrete surfacing
2. Remove unsound concrete, including bridge removal for the bridge joint reconstruction
3. Shot blasting

The Contractor shall submit a written Sound Control Plan (SCP), for the Contractor's operations in removing the existing epoxy asphalt concrete surfacing, removing unsound concrete including bridge removal (portion) for the bridge joint repair, shot blasting, and placing polyester concrete overlay, between the San Francisco Anchorage and Pier W2 (Station 21+33.604). The SCP shall be prepared by a registered Engineer in the State of California with at least 5 years of experience in the field of sound control monitoring.

The SCP shall be submitted at least three weeks in advance of anticipated nighttime work operations. The Contractor shall allow the Engineer two weeks to review and approve the SCP. The Contractor shall allow an additional week for review and approval of any SCP re-submittals or revisions. The SCP shall include work to be performed, equipment to be used, planned work duration, mitigating measures, noise monitoring procedures and a contingency plan if mitigating measures are not effective. Mitigation shall be made at the noise source. Work shall not begin on any nighttime noise operations until the Engineer has approved in writing the SCP.

Monitoring shall be performed using a Type 1 Sound Level Meter, as specified by the latest ANSI standards, measuring a dynamic range of 40-120 dB. Noise levels shall be A-weighted with a minimum sampling rate of 64 samples per second (Fast). Root Mean Square (RMS) sound pressure levels (SPLs) shall be expressed by the descriptors L(max) and Leq(h). Microphones shall be equipped with windscreens and shall be positioned as designated by the Engineer. Monitoring shall be performed for a duration of at least 60 minutes during each work operation. Additional spot readings shall be taken as directed by the Engineer to assure the noise level during work operations are within the allowable limits. Noise monitoring equipment shall be calibrated before each work shift. The noise monitor shall print data to a serial printer, providing immediate on-site results. The Contractor shall keep a copy of all documentation and submit one copy to the Engineer on a daily basis.

Should the noise level adjacent to pedestrian traffic in the area exceed 90 dBA, L(max) at any time, the operation shall cease immediately. Prior to resuming this work, the Contractor shall submit a revised SCP detailing new, revised or additional measures to mitigate the noise. The Contractor shall not resume work until the Engineer has approved, in writing, the revised plan.

In addition to the SCP, the Contractor shall provide and maintain two monitoring noise receptors, between the San Francisco Anchorage and Pier W-2 (Sta 21+33.604), at locations to be approved by the Engineer. The Contractor shall continuously monitor and record the noise level 24 hours a day and 7 days a week, beginning at least 5 days before the start of nighttime operations, and continuing through 5 days after the end of nighttime operations. The SCP shall include provisions to minimize impacts to the public including but not limited to, changing the location of stationary construction equipment and turning idling equipment when in the vicinity of the residences.

Attention is directed to "Order of Work" and "Maintaining Traffic" of these special provisions.

Attention is directed to "Progress Schedule (Critical Path Method)," and "Cooperation," of these special provisions. A detailed schedule showing the specific equipment to be used during the work, the location of work, and lanes to be closed, during the work shall be submitted to the Engineer for approval, at least 14 days prior to the start of any work on the San Francisco-Oakland Bay Bridge. Updates to the schedule and equipment changes shall be submitted on a daily basis to the Engineer before 9:00 a.m. each working day, and shall be approved by the Engineer. The revised schedule shall be submitted 24 hours, and shall be approved by the Engineer prior to the schedule change.

### **PAYMENT**

Full compensation for conforming to the requirements of "Sound Control Requirements" shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

### 10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

Attention is directed to "Sound Control Requirements," of these special provisions.

Attention is directed to "Street Sweeping," of these special provisions. The Contractor is responsible to monitor the deck condition at all times, even when not actively working, and have equipment on-site to remove any debris or loose material on the bridge deck within 1 hour of direction from the Engineer. Failure to comply with the above specification shall result in immediate suspension of work.

Attention is directed to the reconstruction of 9 joints on the eastbound lower deck, as shown on the plans. All lower deck joints shall be reconstructed and completed one joint at a time, before work begins on any other joint. The epoxy asphalt concrete deck surfacing shall not be removed on the eastbound lower deck between Pier W1 (Sta 17+76.6) and Pier W2 (Sta 21+33.6) until all the 9 joints on the lower deck are completely reconstructed.

Attention is directed to the subsection "Construction," in "Polyester Concrete Overlay," of these special provisions. The first two shifts of the overlay construction shall be limited to 45-m long, single paving pass section for the upper and lower decks. The Contractor shall not be allowed to proceed with any activity related to the replace surfacing work, unless the trial overlays, and the first two shifts of the overlay construction meet with the Engineer's approval.

Attention is directed to "Remove Epoxy Asphalt Concrete Surfacing," "Polyester Concrete Overlay," and "Maintaining Traffic," of these special provisions. On any area of the bridge (upper and lower decks) undergoing replace surfacing work, the Contractor shall place the polyester concrete overlay in the corresponding area within 48 hours, after the beginning of the removal of the existing epoxy asphalt concrete surfacing, including but not limited to the removal and replacement of unsound concrete with rapid setting concrete, except for the sections (upper and lower decks) between the San Francisco Anchorage and Pier W2 (Sta 21+33.6). The 48 hour period shall include non-working hours due to weekends, designated legal holidays and special days as specified in Table Z, and major events. Full compensation for removal of epoxy asphalt concrete and placing the polyester concrete overlay within 48 hours, shall be considered as included in the contract prices paid for the various contract items of work and no additional compensation will be allowed therefor.

Between the San Francisco Anchorage and Pier W2 (Sta 21+33.6), both upper and lower decks, the Contractor shall schedule to remove epoxy asphalt concrete and place the polyester concrete overlay on each deck within 10 consecutive calendar days. The 10 consecutive calendar day period shall not include the designated legal holidays and special days as specified in Table Z, and major events. No other concurrent work shall be performed outside this area until the polyester concrete has been placed within these limits. Full compensation for scheduling, removing the epoxy asphalt concrete, and placing the polyester concrete overlay within 10 consecutive calendar days, shall be considered as included in the contract prices paid for the various contract items of work and no additional compensation will be allowed therefor.

Attention is directed to "Remove Epoxy Asphalt Concrete Surfacing," of these specifications. Prior to the removal of epoxy asphalt concrete, the Contractor shall submit an epoxy asphalt concrete clean-up plan (EACCP). The plan shall include provisions to assure that material generated from the Contractor's operations shall be immediately removed by sweeping or vacuuming or by other means necessary prior to opening to traffic and shall not be allowed to flow across pavement nor be left on the surface of the pavement. The pavement surface of the traveled way shall be free of loose debris, prior to any impacts to traffic.

The EACCP plan shall be submitted at least 3 weeks in advance of anticipated work to remove epoxy asphalt concrete. The Contractor shall allow the Engineer two weeks to review and accept the plan, The Contractor shall allow an additional week for review of any EACCP re-submittals or revisions.

Full compensation for providing EACCP, sweeping, vacuuming or other means necessary to keep the pavement surface of the traveled way free of loose debris shall be considered as included in the contract price paid for the various contract items of work and no additional compensation will be allowed therefor.

Attention is directed to Section 13, "Relations with Railroad," of these special provisions, regarding the San Francisco Municipal Rails.

During the Contractor's operations on the westbound upper deck to remove unsound concrete, remove epoxy asphalt concrete surfacing, and place methacrylate, the corresponding deck areas, which are directly beneath the overhead work areas, shall not be open to traffic.

During the Contractor's operations on the eastbound lower deck to remove unsound concrete, remove epoxy asphalt concrete surfacing, and to place methacrylate, over the local streets and San Francisco Municipal Railway (Muni), the local streets and San Francisco Municipal Rails shall not be open to traffic. At least 7 days prior to beginning the overhead work affecting the local streets and San Francisco Municipal Railway (Muni), the Contractor shall coordinate and obtain local authority approval to place notifications that restrict or eliminate public access to the affected local streets and areas.

The Contractor shall provide flaggers to direct pedestrian and vehicular traffic away from the local streets, where the overhead work on the eastbound lower deck is being performed. Flagging costs will be paid as provided in Section 12-2.02, "Flagging Cost," of the Standard Specifications.

Attention is directed to "Relations with the United States Coast Guard," regarding the submittal of working plans of temporary structure obstructions to navigation at least 30 days in advance, for review and approval, prior to the beginning of work.

Temporary railing (Type K) and temporary crash cushions shall be secured in place prior to commencing work for which the temporary railing and crash cushions are required.

Attention is directed to "Water Pollution Control" of these special provisions regarding the submittal and approval of the Storm Water Pollution Prevention Plan prior to performing work having potential to cause water pollution.

Attention is directed to "Maintaining Traffic" of these special provisions and to the stage construction as shown on traffic handling plans. At the end of each work shift, any pavement delineation removed due to the construction activities during these shifts shall be replaced with temporary pavement delineation as described in these special provisions.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with the stages of construction shown on the plans. Nonconflicting work in subsequent stages may proceed concurrently with work in preceding stages, provided satisfactory progress is maintained in the preceding stages of construction.

In each stage, after completion of the preceding stage, the first order of work shall be the removal of existing pavement delineation as directed by the Engineer. Pavement delineation removal shall be coordinated with new delineation so that lane lines are provided at all times on traveled ways open to public traffic.

Before obliterating any pavement delineation (traffic stripes, pavement markings, and pavement markers) that is to be replaced on the same alignment and location, as determined by the Engineer, the pavement delineation shall be referenced by the Contractor, with a sufficient number of control points to reestablish the alignment and location of the new pavement delineation. The references shall include the limits or changes in striping pattern, and other pavement markings. Full compensation for referencing existing pavement delineation shall be considered as included in the contract prices paid for new pavement delineation and no additional compensation will be allowed therefor.

Prior to removing epoxy asphalt concrete surfacing and applying polyester concrete including the methacrylate, the Contractor shall cover all expansion grating joints, and bridge drain inlets along both sides of the bridge curbs, or other exposed facilities located within the area of application, using a plastic or oil resistant construction paper secured to the facility being covered by tape or adhesive. The covered facilities shall be referenced by the Contractor, with a sufficient number of control points to relocate the facilities after the polyester concrete overlay has been placed. All covers shall be removed and disposed of in a manner satisfactory to the Engineer, after the polyester concrete overlay operations have been completed on a segment of the roadway. Full compensation for covering expansion grating joints, and bridge drain inlets along both sides of the bridge curbs, or other exposed facilities, referencing, and removing temporary cover shall be considered as included in the contract price paid per square meter for place polyester concrete overlay, and no additional compensation will be allowed therefor.

Protective covers or traffic handling shall be provided as necessary for protection from falling debris and drip caused by the Contractor's operations from overhead structures onto the traffic, waterways, adjacent property or railroad property shall be provided. Full compensation for providing protective covers or traffic handling shall be considered as included in the contract price paid per square meter for place polyester concrete overlay, and no additional compensation will be allowed therefor.

#### **10-1.035 STREET SWEEPING**

Street sweeping shall be conducted during the Contractor's operations that generate trash, sediment particulate matter and debris. Street sweeping, shall described in the approved Storm Water Pollution Prevention Plan in accordance with "Water Pollution Control" of these special provisions, and as directed by the Engineer.

Street sweeping shall be one of the water pollution control practices for trash, particulate matter and debris and sediment control. The Storm Water Pollution Prevention Plan shall include the use of street sweeping. Street sweeping shall be performed in accordance with Section 4, SC—7 in the Construction Site Best Management Practices Manual of the Caltrans Storm Water Quality Handbooks and as specified in these special provisions. Disposal of collected trash, particulate matter, debris and sediment shall conform to the provisions in Section 7-1.13, 'Disposal of Material Outside of the Highway Right of Way' of the Standard Specifications.

The number of street sweepers shall be as designated in the approved Storm Water Pollution Prevention Plan. The Contractor shall maintain at least 1 sweeper on the project site at all times during the period that sweeping work is required. Sweepers shall use one of the following technologies:

- a. Mechanical sweeper followed by a vacuum-assisted sweeper, or
- b. Vacuum-assisted dry (waterless) sweeper, or
- c. Regenerative-air sweeper

Street sweeping shall commence immediately after all the Contractor's operations that generate debris, including but not limited to removal of epoxy asphalt deck surface and unsound concrete, preparation of concrete deck surface, abrasive blasting, and blowing clean deck surface, and shall continue until completion of the project, or as directed by the Engineer. Street sweeping shall be performed so that dust is minimized. The Contractor shall perform maintenance and repair on the sweeper to ensure its effective performance. If dust generation is excessive or residue pickup is ineffective as determined by the Engineer, the contractor will be required to use one of the remaining alternative sweeping technologies described in this section.

At the option of the Contractor, collected material may be temporarily stockpiled in accordance with the approved Storm Water Pollution Prevention Plan. Collected material shall be disposed of at least once per week.

Material collected during street sweeping operations shall be disposed of in conformance with Section 7—1.13, "Disposal of Material Outside The Highway Right Of Way," of the Standard Specifications.

#### **MEASUREMENT AND PAYMENT**

The contract lump sum price paid for street sweeping shall include measures to provide, maintain and repair a sweeper to ensure its effective performance, all labor, materials, tools, equipment, and incidentals and for doing all the work involved in street sweeping, including disposal of collected material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer, and no additional compensation will be allowed therefor.

### 10-1.15 CONSTRUCTION AREA SIGNS

Construction area signs for temporary traffic control shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Traffic Sign Specifications for California sign codes are available for review at the Department's Internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Traffic Sign Specifications for signs referenced with Federal MUTCD sign codes can be found in Standard Highway Signs Book, administered by the Federal Highway Administration, which is available for review at the following Internet website:

<http://mutcd.fhwa.dot.gov/ser-pubs.htm>

Information on cross-referencing California sign codes with the Federal MUTCD sign codes is available at the Department's Internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Attention is directed to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels. Type III, IV, VII, VIII, or IX retroreflective sheeting shall be used for stationary mounted construction area sign panels.

Unless otherwise shown on the plans or specified in these special provisions, the color of construction area warning and guide signs shall have black legend and border on orange background, except W10-1 or W47(CA) (Highway-Rail Grade Crossing Advance Warning) sign shall have black legend and border on yellow background.

Orange background on construction area signs shall be fluorescent orange.

Repair to construction area sign panels will not be allowed, except when approved by the Engineer. At nighttime under vehicular headlight illumination, sign panels that exhibit irregular luminance, shadowing or dark blotches shall be immediately replaced at the Contractor's expense.

The Contractor shall notify the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to commencing excavation for construction area sign posts. The regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	(800) 642-2444 (800) 227-2600
Underground Service Alert-Southern California (USA)	(800) 422-4133

Excavations required to install construction area signs shall be performed by hand methods without the use of power equipment, except that power equipment may be used if it is determined there are no utility facilities in the area of the proposed post holes. The post hole diameter, if backfilled with portland cement concrete, shall be at least 100 mm greater than the longer dimension of the post cross section.

Sign substrates for stationary mounted construction area signs may be fabricated from fiberglass reinforced plastic as specified under "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

The Contractor shall maintain accurate and timely information on construction area signs. Signs that are no longer required shall be immediately covered or removed. Signs that convey inaccurate information shall be immediately replaced or the information shall be corrected. Covers shall be replaced when they no longer cover the signs properly. The Contractor shall immediately restore to the original position and location any sign that is displaced or overturned, from any cause, during the progress of work.

Attention is directed to the existing construction area signs or covers for construction area signs, elsewhere within the contract limits.

When ordered by the Engineer, the Contractor shall perform the work, which consists of covering, maintaining, and uncovering the existing construction area signs or covers for construction area signs, when no longer required, and will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications and these special provisions

**ENGINEER'S ESTIMATE**  
**04-0105U4**

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21 (S-F)	550102	STRUCTURAL STEEL (BRIDGE)	KG	124		
22 (S)	040004	SPOT BLAST CLEAN STRUCTURAL STEEL	M2	5		
23 (S)	590135	SPOT BLAST CLEAN AND PAINT UNDERCOAT	M2	5		
24 (S)	590301	WORK AREA MONITORING	LS	LUMP SUM	LUMP SUM	
25 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	105		
26 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	27 880		
27 (S)	840574	200 MM THERMOPLASTIC TRAFFIC STRIPE (BROKEN 10.98 M - 3.66 M)	M	182		
28 (S)	850101	PAVEMENT MARKER (NON-REFLECTIVE)	EA	8070		
29 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	2353		
30	BLANK					
31	074041	STREET SWEEPING	LS	LUMP SUM	LUMP SUM	
32	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

**TOTAL BID:** \_\_\_\_\_**TOTAL BID (A):** =

**TOTAL BID (B):**

**\$ 9,200.00**      **X**      \_\_\_\_\_      **=**      \_\_\_\_\_

**(Cost Per Day) (Enter Working Days Bid)**  
**(Not To Exceed 215 Days)**

**TOTAL BASIS FOR COMPARISON  
OF BIDS: (A + B):**